



Key

- Route Option 1 - One Way System (Eastbound) Wyesham Road (In) / Wyesham Avenue (Out)
- Link A/Link B

Main Considerations

- Insufficient highway corridor to provide either mandatory or advisory lanes on carriageway (shared use footway only considered on Wyesham Road)
- Refer to drawing PR1-CAP-00-XX-DR-C-0006 for enhanced detail;
- One way system (eastbound) Wyesham Road from A to B to D. Traffic Impact Assessment (TIA) will be required to determine the impact on the highway network and the junction forms' at A and D;
- Widening of footway into carriageway to reduce carriageway width to 3.5m on Wyesham Road and provision of a 3.5m wide shared use footway / cycleway;
- After junction with Wyesham Avenue at C, the carriageway to revert to two-way traffic;
- Widening of footway into carriageway on Wyesham Avenue to reduce carriageway width to 3.5m;
- Provision of advisory lane (contraflow) for pedestrians only along pinchpoint at Point G;
- Eliminates potential 'rat running' from Redbrook Road into Wyesham towards the A4136;
- Pedestrians / cyclists to have priority at all side road junctions in accordance with 600 series design options in Active Travel Design Guidance document;
- Widening of shared use footway / cycleway into grassed area at E to provide link to Kymin School. Widening may require removal of existing trees. Mitigation planting may be required;
- Parking laybys to be provided down Wyesham Avenue to replace existing - No loss of parking;
- The issue of the existing vehicle priority give way at the top of Wyesham Avenue (F) will be resolved due to one way system. Pinchpoint remains for pedestrians / cyclists - Refer to Link A option;
- One way system on Wyesham Avenue may encourage residents to walk / cycle to Kymin Primary School;
- Junction radii to be reduced throughout to mitigate vehicles turning against one way flow;
- Bus stops to be inline, holding up traffic due to single lane;
- Wyesham to become 20mph speed limit by 2023;
- Extensive engineering works required for kerbing / footway and structures.

Link A Considerations:

- Refer to drawing PR1-CAP-00-XX-DR-C-0006 for enhanced detail;
- Shared use footway / cycleway applied to the lane adjacent to St James' Church. Note - this lane has low vehicular use with access to two properties. Ref H to I;
- DDA compliant ramp section through Community Hall land to link to Chestnut Terrace, J to K - subject to 3rd party negotiations / agreement;
- Loss of car parking spaces for Church Hall (to accommodate ramp);
- New vehicular access required due to ramp location / extent;
- Retaining wall structure(s) required to provide access ramp between J and K. May impact adjacent residential property boundary;
- Avoids the pinchpoint at the top of Wyesham Avenue;
- Risk that pedestrians / cyclist may use lane in any case or Redbrook Road, as closer to the desire line;
- Section length will require lighting provision.

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SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION	
IN ADDITION TO THE HAZARDS/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING	
1. Not considered at this conceptual stage	
IT IS ASSUMED THAT ALL WORKS WILL BE CARRIED OUT BY A COMPETENT CONTRACTOR WORKING, WHERE APPROPRIATE, TO AN APPROVED METHOD STATEMENT	

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				Description	Date

Purpose of Issue
S2 - Issued for Information

Classification
Confidential

Client
Monmouthshire County Council

Project
Monmouth / Wyesham Active Travel Options

Drawing
Section 2 - Option 1 WelTag Stage 2

Scale @ A1	Drawn	Checked	Approved
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Section 2 - Option 1 - One Way System (Eastbound) Wyesham Road (In) / Wyesham Avenue (Out)
 Scale 1:1000